

## Commercial.

## THIS DAY.

Share business is almost at a standstill. The only transactions reported to-day were a few time transfers of Banks of comparatively minor importance. At first the rate was 100 per cent. premium for the end of the month, but it quickly fell to 180, and the stock left off weak, with sellers at that quotation. China Sugars are wanted at 138, but inquirers refuse to make any advance on that rate. Luzons are slightly weaker, with sellers at 80. Other quotations are unchanged.

**SHARES.**  
Hongkong and Shanghai Bank—...  
Hongkong and Shanghai Bank—New Issue—160 per cent. premium, sellers.  
Union Insurance Society of Canton—\$625 per share, buyers.  
China Traders' Insurance Company—\$73 per share, buyers.  
North China Insurance—Tls. 1,450 per share.  
Canton Insurance Company, Limited—\$108 per share, buyers.  
Yankee Insurance Association—Tls. 1015 per share, sellers.  
Chinese Insurance Company—\$215 per share, sellers.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$352 per share, buyers.  
China Fire Insurance Company—\$375 per share, sellers.  
Hongkong and Whampoa Dock Company—\$8 per cent. premium, buyers.  
Hongkong, Canton, and Macao Steamboat Co.—\$49 per share, premium, sellers.  
China and Manila Steam Ship Company—118 per share.  
Hongkong Gas Company—\$80 per share, buyers.  
Hongkong Hotel Company—\$150 per share, buyers.  
Indo-China Steam Navigation Company, Limited—25 per cent. discount, sellers.  
China Sugar Refining Company, Limited—\$138 per share, buyers.  
China Sugar Refining Company (Debtors)—2 per cent. premium.  
Luzon Sugar Refining Company, Limited—\$80 per share, sellers.  
Hongkong Ice Company—\$155 per share, sellers.  
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.  
Chinese Imperial Loan of 1876—14 per cent. prem. ex. int.  
Chinese Imperial Loan of 1881—2 per cent. prem.

**EXCHANGE.**  
ON LONDON.—Bank, T. T. ... 3/7 1/2  
Bank Bills, at 30 days' sight ... 3/8 1/2  
Bank Bills, at 4 months' sight ... 3/8 1/2  
Credits, at 4 months' sight ... 3/8 1/2  
Documentary Bills, at 4 months' sight ... 3/8 1/2  
ON PARIS.—Bank Bills, on demand ... 4/6 1/2  
Credits, at 4 months' sight ... 4/7 1/2  
ON BOMBAY.—Bank, T. T. ... 23 1/2  
ON CALCUTTA.—Bank, T. T. ... 23 1/2  
ON DEMAND ... 23 1/2  
ON SHANGHAI.—Bank, sight ... 7 1/2  
Private, 30 days' sight ... 7 1/2

## OPIUM MARKET.—THIS DAY.

**NEW MALWA**—per picul, \$535 (Allowance, Tals. 72)  
**OLD MALWA**—per picul, \$575 (Allowance, Tals. 72)  
**NEW PATNA**, high touch (without choice) per chest ... \$572 1/2  
**NEW PATNA**, high touch (first choice) per chest ... \$575  
**NEW PATNA**, high touch (bottom) per chest ... \$577 1/2  
**NEW PATNA**, high touch (second choice) per chest ... \$570  
**NEW PATNA**, low touch (without choice) per chest ... \$572 1/2  
**NEW PATNA**, low touch (first choice) per chest ... \$570  
**NEW PATNA**, low touch (bottom) per chest ... \$572 1/2  
**NEW PATNA**, low touch (second choice) per chest ... \$570  
**OLD PATNA**, per chest ... \$572 1/2  
**NEW BENARES**, high touch (without choice) per chest ... \$577 1/2  
**NEW BENARES**, high touch (bottom) per chest ... \$570  
**NEW BENARES**, high touch (second choice) per chest ... \$570  
**OLD PATNA** (best quality) per picul, \$485  
**OLD PATNA** (second quality) per picul, \$480  
**OLD PATNA** (second quality) per picul, \$480

## HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)  
Barometer—5 P.M. ... 30.04  
Barometer—4 P.M. ... 30.04  
Thermometer—5 P.M. ... 77  
Thermometer—4 P.M. ... 77  
Thermometer—3 P.M. (Wet bulb) ... 71  
Thermometer—2 P.M. (Wet bulb) ... 71  
Barometer—4 A.M. ... 30.13  
Barometer—3 A.M. ... 30.09  
Thermometer—4 A.M. ... 70  
Thermometer—3 A.M. ... 70  
Thermometer—2 A.M. (Wet bulb) ... 73  
Thermometer—1 A.M. (Wet bulb) ... 73  
Thermometer—Minimum (over night) ... 71

## CHINA COAST METEOROLOGICAL REGISTER.

## TUESDAY'S TELEGRAMS.

BAROMETER.	AMOI.	SHANGHAI.	MANILA.
Thermometer.			
WIND.			
Force.			
Direction.			
Wet Thermometer.			
Dry Thermometer.			
Weather.			
Hour's Rain.			
Quantity fallen.			

Barometer, level of the sea in fathoms, and wind direction.—Thermometer, in Fahrenheit degrees and sea level in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., and N. by E. are registered every point. Force of Wind, in miles per hour, is registered every two points, 1 to 10, 11 to 20, 21 to 30, 31 to 40, 41 to 50, 51 to 60, 61 to 70, 71 to 80, 81 to 90, 91 to 100, 101 to 110, 111 to 120, 121 to 130, 131 to 140, 141 to 150, 151 to 160, 161 to 170, 171 to 180, 181 to 190, 191 to 200, 201 to 210, 211 to 220, 221 to 230, 231 to 240, 241 to 250, 251 to 260, 261 to 270, 271 to 280, 281 to 290, 291 to 300, 301 to 310, 311 to 320, 321 to 330, 331 to 340, 341 to 350, 351 to 360, 361 to 370, 371 to 380, 381 to 390, 391 to 400, 401 to 410, 411 to 420, 421 to 430, 431 to 440, 441 to 450, 451 to 460, 461 to 470, 471 to 480, 481 to 490, 491 to 500, 501 to 510, 511 to 520, 521 to 530, 531 to 540, 541 to 550, 551 to 560, 561 to 570, 571 to 580, 581 to 590, 591 to 600, 601 to 610, 611 to 620, 621 to 630, 631 to 640, 641 to 650, 651 to 660, 661 to 670, 671 to 680, 681 to 690, 691 to 700, 701 to 710, 711 to 720, 721 to 730, 731 to 740, 741 to 750, 751 to 760, 761 to 770, 771 to 780, 781 to 790, 791 to 800, 801 to 810, 811 to 820, 821 to 830, 831 to 840, 841 to 850, 851 to 860, 861 to 870, 871 to 880, 881 to 890, 891 to 900, 901 to 910, 911 to 920, 921 to 930, 931 to 940, 941 to 950, 951 to 960, 961 to 970, 971 to 980, 981 to 990, 991 to 1000.

## Shipping.

**ARRIVALS.**  
VICTORIA, British steamer, 1,554, J. B. Shield, 22nd October, Antwerp, and Saigon 18th October, General—Thos. Howard & Co.  
SWIFT, British gun-vessel, Commander V. A. Tisdall, 22nd October, from Canton.  
NINGPO, British steamer, 761, East, 23rd Oct., Canton 22nd October, General—Siemssen & Co.  
NAMO, British steamer, 862, Geo. Westoby, 23rd October, Foochow 18th Oct, Amoy 19th, and Swatow 22nd, General—D. LaPraik & Co.  
WHAMPOA, British steamer, 1,109, J. E. Williams, 23rd October, Foochow 21st Oct, Tea—Butterfield & Swire.  
DUBURG, German steamer, Schultz, 23rd Oct., Swatow 22nd October, General—Bun Hin Chan.  
WALLS CASTLE, British bark, 626, Kennett, 23rd October, Guinayangan 28th Sept, Wood-Lane, Crawford & Co.

**CLEARANCES AT THE HARBOUR OFFICE.**  
Moray, British steamer, for Saigon.  
De Bay, British steamer, for Nagasaki.  
Ningpo, British steamer, for Shanghai.

**DEPARTURES.**  
October 22, Killeena, British bark, for Havre.  
October 23, Diamante, British str., for Amoy.  
October 23, Douglas, British steamer, for Swatow, &c.  
October 23, Ping-on, British str., for Hoihow.  
October 23, Willie, German str., for Hoihow.  
October 23, Nestor, British steamer, for Singapore, &c.  
October 23, Nam-vian, French steamer, for Hoihow, &c.  
October 23, Amazona, British steamer, for Saigon and Marseilles.

**PASSENGERS—ARRIVED.**  
Per Victoria, str., from Saigon, &c.—16 Chinese.  
Per Namon, str., from Foochow, &c.—Mr. Kemp, and 162 Chinese.  
Per Whampoa str., from Foochow.—Dr. Taylor and Mr. Hunter, and 16 Chinese.  
Per Duburg, str., from Swatow—670 Chinese.

**DEPARTED.**  
Per Nam-vian, str., for Hoihow.—65 Chinese.  
For Haiphong.—Mr. and Mrs. Mox and 2 children, Rev. Father Soriano, Messrs. Viavian, Roque, 1 European on deck, and 1 Chinese.  
Per Tantis, str., for Yokohama—Le Conte Paluski, Mr. and Mrs. C. Camatti and child, from Hongkong. From Marseilles.—Messrs. Richter and Silvini.  
Per Douglas, str., for Amoy.—Mr. F. J. Marshall.  
Per Moray, str., for Saigon.—50 Chinese.  
Per Ningpo, str., for Shanghai.—2 Europeans and 50 Chinese.

## REPORTS.

The British bark *Walls Castle* reports left Guinayangan on the 28th instant. Had light variable wind and fine weather up till the 21st, thence had moderate monsoon to port.

The British steamship *Whampoa* reports left Foochow on the 21st instant, at noon. Experienced fresh to strong N.E. monsoon to Lamnocks, from thence to port had light winds and fine weather.

The British steamship *Namon* reports left Foochow on the 18th instant, Amoy on the 19th, and Swatow on the 22nd. Experienced moderate winds from the N.W. to E., and fine weather throughout. In Foochow the steamship *Hai-shin*, in Swatow the steamships *Hoihow*, *Kwongang*, and *Rajanattianhar*.

## SHANGHAI SHIPPING.

**ARRIVALS.**  
9, Yung-ning, Chinese str., from Wenchow.  
9, Yung-ning, Chinese str., from Swatow.  
9, Kiang-foo, Chinese steamer, from Hankow.  
10, Amoy, British steamer, from Hongkong.  
10, Hideyoshi Maru, Japan, str., from Kiotou.  
10, Achilles, British steamer, from London.  
10, Fook-chi, Chinese steamer, from Tientsin.  
10, Anadyr, French steamer, from Hongkong.  
11, Nagoya Maru, Japan, steamer, from Japan.  
11, El Dorado, British steamer, from Tientsin.  
11, Pekin, British steamer, from Hankow.  
11, S. Nordica, Danish str., from a cruise.  
11, Waverley, British steamer, from Tientsin.  
11, Hae-shin, Chinese str., from Foochow.  
11, Ningpo, British steamer, from Nagasaki.  
11, Kwa-hsing, Chinese steamer, from a cruise.  
12, Pautau, Chinese steamer, from Tientsin.  
12, Fuh-wo, British steamer, from Hankow.  
12, White-on, British steamer, from Hankow.  
12, Newchwang, British str., from Tientsin.  
12, Benary, British steamer, from Higo.  
12, Kiang-pau, Chinese str., from Ningpo.  
12, Ingo, German steamer, from Nagasaki.  
12, Kiang-yu, Chinese steamer, from Hankow.  
12, Triumphant, French ironclad, from Foochow.  
14, Tun-shin, British steamer, from Ningpo.  
14, Wuchang, British steamer, from Tientsin.  
14, Shanghai, British steamer, from Hankow.  
14, Siul, British steamer, from Hankow.  
14, Tyler, British steamer, from Nagasaki.  
14, Fookang, British steamer, from H'kong.  
14, Wenchow, British steamer, from Tientsin.  
14, Sin Nanzing, British str., from Tientsin.  
14, Taiwo, British steamer, from Hankow.  
14, Rohilla, British steamer, from Bombay.  
14, Yontomo Maru, Japan, str., from Kiotou.

## DEPARTURES.

9, Brunette, British bark, for Amoy.  
9, Centaur, German bark, for Newchwang.  
9, Lucky, Siamese bark, for Amoy.  
9, Taku, British steamer, for Foochow.  
9, Kiang-yu, Chinese steamer, for Hankow.  
9, Hae-shin, Chinese steamer, for Chefoo.  
9, Chung-ling, British steamer, for Chefoo.  
9, Mei-foo, Chinese steamer, for Chefoo.  
9, Tokio Maru, Japan, steamer, for Japan.  
9, See-wo, British steamer, for Amoy.  
9, Kowahing, British steamer, for Chefoo.  
9, Ichang, British steamer, for Hankow.  
9, Hilda, British bark, for Chefoo.  
9, John Potts, Brit. bark, for Newchwang.  
9, W. C. de Vries, British str., for Hankow.  
9, Kung-wo, British steamer, for Hongkong.  
9, Decan, British steamer, for Hongkong.  
9, Galley of Lorne, Brit. str., for New York.  
9, Emma, German 3-m. sch., for Newchwang.  
9, Waverley, British steamer, for Nagasaki.  
9, Poo-chi, Chinese steamer, for Chefoo.  
9, Kiang-kwan, Chinese str., for Hankow.  
9, Fu-yew, Chinese steamer, for Hongkong.  
9, Chang-chow, British str., for Newchwang.  
9, Amoy, British steamer, for Newchwang.  
9, Yung-ning, Chinese steamer, for Wenchow.  
9, Yung-ning, Chinese str., for Jenchow.  
9, Smalver, British str., for New York.  
9, Pekin, British steamer, for Hankow.  
9, Hae-shin, Chinese steamer, for Foochow.  
9, El Dorado, British steamer, for Chefoo.  
9, M. Selchan, Danish bark, for Newchwang.  
9, Kiang-pau, Chinese steamer, for Ningpo.  
9, Daring, British sloop, for Hongkong.  
9, Hideyoshi Maru, Japan, str., for Kiotou.  
9, Alice Mary, Brit. bark, for Newchwang.  
9, Fuh-wo, British steamer, for Hankow.  
9, Pautau, Chinese steamer, for Chefoo.  
9, Newchwang, British steamer, for Chefoo.  
9, Ingo, German steamer, for Nagasaki.  
9, Minna, British bark, for Nagasaki.  
9, Tun-shin, British steamer, for Ningpo.

## Post Office.

**A MAIL WILL CLOSE.**  
For Saigon.—Per *Moray*, to-day, the 23rd instant, at 5 P.M.  
For Shanghai.—Per *Ningpo*, to-morrow, the 24th instant, at 3 P.M.  
For Nagasaki.—Per *De Bay*, to-morrow, the 24th instant, at 3 P.M.  
For Shanghai.—Per *Ajax*, to-morrow, the 24th instant, at 3 P.M.  
For Swatow and Bangkok.—Per *Danube*, on Thursday, the 25th instant, at 11.30 A.M.  
For Shanghai.—Per *Fookang*, on Thursday, the 25th instant, at 2.30 P.M.  
For Swatow, Amoy, & Foochow.—Per *Namon*, on Thursday, the 25th instant, at 5 P.M.  
For Saigon.—Per *Gordon Castle*, on Thursday, the 25th instant, at 5 P.M.  
For Nagasaki and Kobe.—Per *Takachiko Maru*, on Friday, the 26th instant, at 3 P.M.  
For Amoy and Taiwan.—Per *Albay*, on Friday, the 26th instant, at 3.30 P.M.  
For Singapore, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c., &c.—Per *Euxina*, on Monday, the 29th instant, at 4.30 P.M.  
For Nagasaki, Higo, and Yokohama.—Per *Khiva*, on Thursday, the 1st November, at 11.30 A.M.

## SHIPPING IN HONGKONG.

## STEAMERS.

**ARRIVALS.**  
AJAX, British steamer, 1,540, J. Riley, 22nd October, Liverpool, and Singapore 16th October, General—Butterfield & Swire.  
ALWINE, German steamer, 400, F. Thiesen, 20th October, Canton 19th October, General—Wieder & Co.  
ARABIC, British steamer, 1,787, W. G. Pearne, 16th October, San Francisco 15th Sept., and Yokohama 9th Oct, Mails and General—N. O. & S. Co.  
ARRATON AKA, British steamer, 1,392, A. B. Macavish, 22nd October, Calcutta 7th Oct, Penang 13th, and Singapore 16th, Opium, Saltpetre, and Sundries.—D. Sassoon, Sons & Co.  
BELLONA, German steamer, 789, W. Schaefer, 20th October, Saigon 14th October, Rice and Paddy.—Siemssen & Co.  
BERENICE, Austro-Hungarian steamer, 1,707, P. Crilowich, 20th October, Trieste 1st Sept., and Singapore 13th October, General.—Melchers & Co.  
CATTERTHORN, British steamer, 1,480, F. Binstead, 3rd October, Sydney 1st Sept., and Port Darwin 23rd, General—Gibb, Livingstone & Co.  
CHINA, German steamer, 649, Schoer, 13th Oct., Amoy 11th October, General—Yuen Fat Hong.  
CHINTUNG, Chinese steamer, 835, Winsor, 21st October, Newchwang via Chefoo 14th October, Beans.—C. M. S. N. Co.  
DIAMANTE, British steamer, 561, J. Newton, 19th October, Bangkok 11th October, Rice and General.—Yuen Fat Hong.  
DE-BAY, British steamer, 1,087, Joseph J. Lee, 17th October, Saigon 12th Oct, Rice.—Adamson, Beaman & Co.  
EUROPA, German steamer, 1,093, John Schade, 17th Oct., Newchwang via Chefoo 14th Oct, Rice and Paddy.—Gibb, Livingstone & Co.  
GRAVINA, Spanish steamer, 398, Echevarria, 12th Sept., Manila 8th Sept., Ballast—Remedios & Co.—Kowloon Dock.  
HAIRAN, British steamer, 281, J. Woone, 20th October, Haiphong 16th October, Palkol 17th, and Hoihow 19th, General.—Along & Co.  
LI YUNG, Annamite steamer, 150, Chun, 19th June, Tounon 15th June, General—Chinese.  
MORAY, British steamer, 1,427, W. S. Duncan, 22nd October, Calcutta 7th Oct, and Singapore 16th, General.—Jardine, Matheson & Co.  
PEKING, British steamer, 954, Heuermann, 3rd October, Canton 2nd October, General—Siemssen & Co.—Cosmopolitan Dock.  
SALTIER, French steamer, 329, Aranguen, 21st October, Haiphong 16th October, General.—A. R. Mary.  
SEA GULL, American steamer, 48, Hayden, 22nd Oct., China Traders' Insurance Co.  
TAKACHIKO MARU, Japanese steamer, 1,401, C. Nye, 21st October, Kobe 14th Oct, and Nagasaki 16th, General—Mitsui Bishi M. S. Co.  
THALES, British steamer, 820, T. G. Pooock, 20th October, Kudat, and Sandakan 14th October, Firewood and General.—D. LaPraik & Co.  
TROMP, Dutch steamer, 137, A. S. Roe, 11th October, Celebes 7th Sept., General—Gee Cheong Hong.

## SAILING VESSELS.

ASTERIA, British brig, 211, Samuel Cox, 26th September, Northampton (South Queensland) 18th Sept, Ballast.—Captain CHARLES BAL, British ship, 1,431, W. J. Watson, 16th Sept., Cardiff 6th May, Capla—Russell & Co.  
GOLIAN, Siamese bark, 143, Roche, 10th Oct., Whoochin 16th September, Wood—Order GUYFAY & OSCAR, German ship, 1,352, G. Seemann, 9th October, Cardiff 1st June, Coals.—Melchers & Co.  
HAYDN BROWN, American bark, 822, C. H. Heveer, 15th Oct., Newcastle 6th July, 1st August, Coals.—Russell & Co.  
H. W. DUDLEY, American bark, 1,081, D. W. Dudley, 1st Sept.—Nagasaki 23rd August, Coal.—Captain.  
J. A. BURLAND, American bark, 635, Y. A. Kent, 8th September, Newcastle 6th July, Coal.—Russell & Co.  
LOTHAIR, British bark, 800, Dexter, 23rd Sept.—London, 27th May, General.—Russell & Co.  
LOUISA, German 3-m. sch., 245, Schlerloch, 2nd Jan., Whampoa 31st Dec, General—Captain.  
MADRO, British schooner, 214, White, 20th Aug., Newchwang 23rd July, Beans—Russell & Co.  
MARINER, British bark, 190, Thomaschewsky, 27th Aug.—Swatow August 16th, Ballast—Siemssen & Co.  
MARINER LOUISE, German bark, 442, A. Erickson, 8th October, Singapore 15th September, Timber—Chinese.  
MELBREE, British bark, 867, H. Lightbody, 20th September, Cardiff 7th June, Coal—Melchies Maritime.  
MOUNT LEBANON, British bark, 436, Chas. H. Nelson, 12th Oct.—Whampoa 11th Oct., General—Kwong Ching.  
SEA RIVER, British bark, 182, A. Rickers, 18th Sept.—Freemantle 19th August, Sandwood—Siemssen & Co.

## HONGKONG—SAILING VESSELS.

**Continued.**  
SILVER EAGLE, British bark, 908, S. Richards, 31st August, London 9th May, General—Arnhold, Karberg & Co.  
SOUTHA, American bark, 1,004, F. D. Walde, 9th August, Newcastle, N.S.W., 7th June, Coal.—Adamson, Bell & Co.  
SPARTAN, American schooner, 85, Ch. Vincent, 26th July, from Chungchow.—W. H. Ray, S. S. RIDGWAY, Amer. bark, 833, H. S. Townsend, 12th Sept.—Bangkok 25th August General—Chinese.  
THREE BROTHERS, British bark, 366, Kahicke, 1st Sept.—Quinhon 25th August General—Ee Iye Hong.  
TWILIGHT, American ship, 1,265, W. C. Warland, 14th June, Newcastle, N.S.W., 14th April, Coals.—Adamson, Bell & Co.  
WILLOW, American bark, 1,099, Chas. P. Sawyer, 23rd Sept.—Nagasaki 14th Sept., Coal.—Russell & Co.  
WM. MANSON, British bark, 366, H. Kindred, 1st October, Newchwang 18th September, Beans.—Russell & Co.  
WRECKER, American lorch, 55, Henderson, 16th July, Guap Island 1st June, General.—Blackhead & Co.  
ZOUAVE, American ship, 1,202, Robert C. Loper, 3rd August, Cardiff 4th April, Coals.—P. & O. S. N. Co.

## CANTON.

FOOKSANG, British steamer, 990, Hogg, 20th October, Shanghai 17th October, General—Jardine, Matheson & Co.  
HWA-YUEN, Chinese steamer, 984, Wilson, 21st October, Shanghai 18th October, General—C. M. S. N. Co.

## RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butterfield & Swire.  
Ho-nam, British steamer, 1,377, T. Benning—Hongkong, Canton, & Macao Steamboat Co.  
Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.  
Kiu-kiang, British steamer, 617, G. B. Lefavor, Hongkong, Canton, & Macao Steamboat Co.  
Kiang-chow, British steamer, 159, Goggin—Hongkong, Canton, & Macao Steamboat Co.  
Powan, British steamer, 1,890, Hongkong, Canton, & Macao Steamboat Co.  
White Cloud, British steamer, 527, A. Benning—Hongkong, Canton, & Macao Steamboat Co.  
Yot-sai, British steamer, 180, Hoyland—Hongkong, Canton, & Macao Steamboat Co.

## AMOY.

In Port on 17th October, 1883.  
Brunette, British bark, 375 (Turnbull)—H. A. Petersen & Co.  
Chateaubriand, British bark, 409 (Edwards)—H. A. Petersen & Co.  
Helene, German bark, 250—Boyd & Co.  
Hermine, Swedish bark, 289 (Lonnegren)—H. A. Petersen & Co.  
Ino, German bark, 344 (Bohsen)—H. A. Petersen & Co.  
Lucky, Siamese bark, 425 (Siqueira)—Dauber & Co.  
Meridian, Siamese bark, 345 (Kruze)—Pasadag & Co.  
Milton, Norwegian bark, 467 (Kroger)—H. A. Petersen & Co.  
Walter Siegfried, British bark, 394 (Hansson)—Pasadag & Co.  
Wm. Minstrel, British bark, 362 (Seewright)—Boyd & Co.

## FOOCHOW.

In Port on 13th October, 1883.  
Kristina Nilsson, American brig, 297 (Thomson)—Russell & Co.

## SHANGHAI.

In Port on 17th October, 1883.  
Ching-sha, Chinese bark, 472 (Taylor)—C. M. S. N. Co.  
Chloris, German bark, 334 (Matzou)—Arnhold, Karberg & Co.  
Daniel, German bark, 716 (Vorst)—Gipperich & Burchard.  
Earl of Elgin, British bark, 979 (Morrison)—S. C. Farman & Co.  
Galveston, German bark, 619 (Stunkel)—Master. Leaver, British ship, 148 (Hamilton)—J. W. Muller.  
Otto, German ship, 1,205 (Folkmasson)—C. & J. Trading Co.

## NAGASAKI.

In Port on 10th October, 1883.  
Batavia, British bark, 365 (Oberg)—Master. Emily, British brig, 290 (Seck)—Holme, Ringer & Co.  
Evangeline, British schooner, (Bell)—Holme, Ringer & Co.  
Hugo & Otto, Norwegian bark, 370 (Koeld)—Holme, Ringer & Co.  
Kolga, British bark, 359—Holme, Ringer & Co.  
Pelham, British brig, 254 (Downie)—Holme, Ringer & Co.  
Sooloo, British bark, 472 (Balke)—Holme, Ringer & Co.

## YOKOHAMA.

In Port on 6th October, 1883.  
Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.  
Black Diamond, German bark, 670 (Boyd)—P. Behn.  
Bride, British bark, 300 (Sutherland)—H. Macdonald.  
E. von Beaulieu, German bark, 336 (Gottling)—Grosser & Co.  
Gloaming, British ship, 1,498 (Densmore)—C. & J. Trading Co.  
Guam, British schooner, 294 (Marns)—Master. Pearl, American bark, 536 (Howe)—Jardine, Matheson & Co.  
Sagitta, British bark, 579 (Taylor)—Fraser & Co.  
W. H. Lincoln, American ship, 1,684 (Dally)—Master.

## MANILA.

In Port on 1st October, 1883.  
Amoy, German schooner, 385—Smith, Bell & Co.  
Auguste, French bark, 870—Peels, Hubbell & Co.  
Bowell, British ship, 1,002—Kor & Co.  
Cyprus, British ship, 1,392—Peels, Hubbell & Co.  
Elise, German ship, 1,248—Macleod & Co.  
Granice, American ship, 1,295—Peels, Hubbell & Co.  
H. A. Litchfield, American bark, 638—Peels, Hubbell & Co.  
H. Bremer, German schooner, 312—Smith, Bell & Co.  
Ida, British bark, 658—Halliday, Wise & Co.  
John Nicholson, British bark, 685—W. F. Stoen & Co.  
Pepita, Spanish bark, 512—J. Reyes & Co.  
Polyester, British bark, 864—Kor & Co.  
Undine, German bark, 608—Smith, Bell & Co.

## HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Hakodate.  
Audacious, double-screw iron-frigate, Captain R. P. Innes, Hakodate.  
Champion, corvette, 14 guns, Captain Collins, Singapore.  
Cleopatra, corvette, 14 guns, Captain Hippisley, Hongkong.  
Cockchafer, gunboat, 4 guns, Commander R. L. Groome, Hongkong.  
Curacoa, corvette, 14 guns, Captain Anstruther, Hakodate.  
Daring, composite sloop, 4 guns, Commander F. J. Elliott, Hongkong.  
Esk, double-screw gunboat, 3 guns, in reserve, Hongkong.  
Espoir, gunboat, 4 guns, Commander Gamble, Canton.  
Flying Fish, sloop, 4 guns, Lieut.-Commander Chelton, Korea.  
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Bangkok.  
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Shanghai.  
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Chefoo.  
Lionet, British gunboat, 5 guns, Commander J. G. Jones, Canton.  
Maggie, surveying vessel, 4 guns, Lieut.-Com. Hon. F. Vereker, Sandakan.  
Midge, double-screw gun-vessel, in reserve, Hongkong.  
Pegasus, sloop, 6 guns, Commander E. F. Day, Chefoo.  
Sapphire, corvette, 9 guns, Commander John R. T. Fullerton, Japan.  
Swift, double-screw gun-vessel, 5 guns, Commander V. A. Tisdall, Hongkong.  
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.  
Victor Emmanuel, receiving ship, 20 guns, Commander Cuming, Hongkong.  
Vigilant, paddle dispatch-vessel, 2 guns, Commander Maxwell, Higo.  
Wivern, turret-ship, 4 guns, in reserve, Hongkong.  
Zephyr, gunboat, 4 guns, Lieutenant-Commander Folland, Foochow.

## FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Vladivostok.  
Cher, French gunboat, Commander Lafon, North.  
Duke of Edinburgh, Russian ironclad, Captain de Giers, Vladivostok.  
Enterprise, American corvette, Commander A. S. Baker, en route to Shanghai.  
Erma, Russian transport, Captain Kolichan, Japan.  
Essex, American gun-vessel, 6 guns, Captain McCormack, Korea.  
Gomostal, Russian gunboat, 7 guns, Commander Stark, Vladivostok.  
Hamelin, French cruiser, Commander H. Roustan, Haiphong.  
Ilis, German gunboat, 8 guns, Commander Klaus, Canton.  
Junata, American corvette, Commander P. F. Harrington, Canton.  
Kersant, French corvette, Commander Beaumont, Tonquin.  
Leipzig, German corvette, 16 guns, Captain Herbig, Shanghai.  
Legaspi, Spanish transport, Commander Valentin Buenaplata, Shanghai.  
Lutin, French gunboat, 4 guns, Commander Rouvier, Hongkong.  
Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Tientsin.  
Morge, Russian gunboat, 7 guns, Commander Tataronoff, Vladivostok.  
Nerpa, Russian gunboat, 7 guns, Commander Valarod, Vladivostok.  
Opitchnik, Russian cruiser, Commander B. Ivashenko, Hongkong.  
Palos, American gunboat, 6 guns, Lieutenant, Commander Green, Taiwan.  
Richmond, American frigate, 14 guns, Captain Skerrett, Yokohama.  
Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostok.  
Stech, German corvette, 19 guns, Captain Buchholz, Hongkong.  
Tamega, Portuguese gunboat, Commander da Costa Cabral,



the country must be obvious to every one and it would be such an expense as would draw upon China's exchequer in such a manner as to make the whole nation feel the effects of it. The Emperor of China, having been accustomed to regularly receive each year a certain amount of money from each of the various provinces in the Empire, were any of the heads of provincial governments to represent to the throne that a system of railways would be beneficial for their respective provinces, the Emperor would briefly reply: "All right, go ahead and make the improvements necessary, but—here's where the shoe pinches—send me my regular remittance," amounting, in as many words, to "defray the necessary expense out of your revenues and retrench elsewhere than in the Imperial Household allowance." The provincial mandarins will not do this, however, and here lies the entire secret of the non-adoption of railways.

Reporter:—"But how do you account for the representations of the foreign ministers at Peking to the Tsungli-Yamen? Surely the voice of the Tsungli-Yamen is not guided in the way you say?"

Mr. ——"But you must understand that everything that is said by the Foreign Ministers to the Tsungli-Yamen does not always reach the Emperor's ears; of a truth, it very seldom does. And, what is more, the mandarins at Court know very well that China is governed by a child tied to its nurse's girdle. Touching foreign matters, all the mandarins are alike. Now we Chinese know this and have a joint plan which we intend adopting. We know full well that all the mandarins are most strenuously opposed to the railway for the reason that should a railway come into the country, roads—of which there are none in the empire—would have to be made, and to make roads and highways means money out of some one's pocket, and who that some one is, I have already told you. Aware of this state of affairs we are about to order a small model railway—engine and all—of most delicate and exquisite workmanship and of the richest material, in perfect working order, for presentation to the Emperor in person, and a deputation of some of the most influential merchants and others will wait upon His Majesty and solicit his sanction to build railways indiscriminately throughout the country, and we have every reason to hope for success."

Thanking his Chinese friends for their hospitality and their information, our reporter wended his way homeward pondering over the old adage, "There is nothing new under the sun."

(Fina.)

## AFFAIRS IN TONKIN.

[FROM OUR OWN CORRESPONDENT.]

HAIPHONG, 19th October 1883.

Until Friday last matters here have been very quiet, and business has been going on much as usual. On that date a good deal of alarm was excited by the report that a detachment of the Black Flags, 2,500 strong, intended making an attack on the town, which was garrisoned by about 300 French troops. However, nothing has been attempted so far, although it is currently rumoured in native circles that both Black Flags and Annamese pirates are assembled in great force somewhere in the vicinity.

Nothing new from Sontal. There appears to be grave doubts in some quarters as to whether the arrangements made by M. Harmand, with the Black Flags through the Annamese Commissioners, by which these sturdy braves are to retire from Sontal and district, will be carried out, and from what I can learn from native sources there are likely to be difficulties in the way. However, although my latest news from Hanoi speaks of rumours of preparations by the Black Flags for an attack on that fortress, no advance from Sontal has yet been made. It is quite certain that I am credibly informed, that the French will make no forward movement from Hanoi until the arrival of fresh reinforcements and artillery suitable for warfare in this country.

I visited one of the leading officials this morning and he mentioned in the course of conversation that Admiral Courbet will probably land a strong force from the men-of-war here to-day. It is the intention, I believe, to make an advance on Bac Ninh; but I have also heard that Sontal will be the first place assailed. In my next letter I hope to be in a position to give you some definite information concerning all these matters.

## YOKOHAMA.

The French frigate *Tourville*, 27, Captain Rose, arrived here this morning, the 12th inst., from Hongkong.

A portion of the Russian squadron, the *Duke of Edinburgh* (flagship), and the *Skolofsky* and *Najinski*, arrived here on the 11th inst., and exchanged salutes with the port and the two Admirals in harbour.

It is reported that the steamship *Akitushima Maru* is ashore off Sirosoaki, and that another vessel, the *Kanko Maru*, has been wrecked off Yokohama, both disasters occurring during the heavy gales of last Tuesday. The *Higo Maru*, Captain Walker, was despatched on the morning of the 12th inst. to the assistance of the *Akitushima*.

Telegraphic information has been received here of the wreck of an American ship at Iruma, on the coast of the province of Idu, in Shidzuoka Ken. The report says that no lives have been lost, but in the telegram no clue is given to the name of ship or captain, for although both are mentioned, neither can be made to agree with any names known in these waters or expected to arrive here.

The "Lotus Troupe" of artists, comprising twenty-one actors and assistants arrived in the *Ginkai Maru* on the 11th inst. Their first performance is advertised for Saturday evening, when they will present the "Fishes of Paradise" at the Gaiety Theatre. Many of the seats are already subscribed for, so, weather permitting, a full house will doubtless assemble. The Lotus Company brings good credentials from critical audiences in many parts of the world.

The Koreans are said to begin to have a lively appreciation of the advantages of civilization. For instance, the Minister for Foreign Affairs at Seoul has given in European style a banquet to the Japanese Minister. According to the *Hochi Shimbun* his Japanese Excellency did not appreciate Korean melodies. This probably is by the way, as the information volunteered that European residing in the Korean capital are not greatly enamoured of its social delights. The Japanese Legation, they say, is not the gayest place in the peninsula. Pioneer sojourn in a new country is never without its drawbacks.—*Japan Mail*.

## MAILS EXPECTED.

## THE AMERICAN MAIL.

The O. & C. Co.'s steamer *Oceanic*, with the next American mail, left Yokohama on the 21st inst., and is due here on or about the 27th.

## THE ENGLISH MAIL.

The P. & O. Co.'s steamer *Vernon*, with the next English mail, left Singapore for this port on the 21st inst., and is due here on or about the 27th.

## THE FOCHOW GRAVES NUISANCE.

The Fochow *Herold* publishes the following translation of a proclamation recently issued by the Chinese Provincial authorities, dealing with what has for some considerable time past been complained of as a serious nuisance by the foreign community of Fochow:—

"Lo, Magistrate of the District in the Prefecture of Fochow, &c., &c. issues the following prohibitory notification.

On the 21st ultimo he was honored with instructions from the Board of Foreign Commerce informing him that a note had been received from Mr. Sinclair, Her Britannic Majesty's Consul, to the following effect:—

"The hill-land about Ts'ang Ch'ien Shan on the island of Nant'ai, is covered with a perfect net-work of graves. Latterly, owing to an unusual season, there has been much sickness about, and great numbers of flimsy coffins containing the bodies of newly deceased persons are constantly seen being carried to this locality for interment. Not only is it to be feared that cases occur of one coffin being buried over another; but unfortunately also the graves dug are so shallow, that the coffins become visible. Just at this time when an epidemic is still present in Fochow, it is intolerable that people should have to endure the filthy stench of decaying humanity. Moreover, the foreign houses about here are very numerous, and there is therefore the greater need for sanitary cleanliness. The Consul has accordingly requested that, without interfering with graves already existing, measures may be taken to forbid all further burials on this Government land. He asks that the Min District Magistrate may be instructed to attend to this matter jointly with the Nant'ai Deputy; the police-officers may be told off by them to assist the *Hsiang* in maintaining a constant watch, and whenever they perceive a coffin being brought for interment here, they must order the bearers to convey it to some other locality, and to bury it at a proper depth. People must not be allowed as hitherto to make for the nearest spot, to lay the coffin in a shallow grave, and so conclude the whole business, thereby injuriously affecting persons living in the foreign houses."

The Board of Foreign Commerce, having sent a reply to the above-quoted note, and having also ordered the Nant'ai Deputy to comply with its terms, has directed him, the Magistrate, at once to issue a notification, in the sense desired, to despatch officers to maintain the necessary watch, and to report to the Board without delay.

In conformity with these instructions, officers have been appointed for the purpose mentioned, and the present prohibitory notification is issued.

Therefore Know All Men that from this date, coffins must be conveyed to spots away from, and where they cannot affect human habitations; the graves are to be deep, and the burials properly completed. You may not seek out the nearest spot on the government land about Ts'ang Ch'ien Shan and lay the coffin in a shallow grave.

Should you dare purposely to set these commands of defiance, you will without fail be at once arrested and punished. Wherefore let all implicitly give heed and obey.

A special notification issued this 24th day of September 1883.

## NAGASAKI.

The Japanese Government has presented a sum of fifteen hundred yen to the family of the late Dr. Geertz.

A recent issue of the *Hochi Shimbun* says that the Russian Consul at Nagasaki has been invested with the insignia of the fourth class of the Order of Merit and of the Rising Sun.

Some residents in the capital from whom money was extorted to pay the Shimoneseki Indemnity shortly before the abolition of the Shogunate, have lately forwarded a petition to his Imperial Highness Arisugawa, second Minister of State, asking for the restoration of their money.

Mr. T. Namura, Secretary of the Law Department, arrived from Tokyo on the 7th inst., and is staying at the Uyeno Hotel, Man-ai-machi. His presence here is in connection with the murder of the Chinese, Wai Ego, by Japanese police.

A small steamer, which was some time ago built at the Patent Slip, and has since been lying at Akunoura, was yesterday transferred to the Kido Uay'u Kwai-sha, and is now flying that Co.'s flag;—a white ground with a dark band at the top and bottom, and a large red star in the centre.

The time-honoured festival of *Kunichi* was duly observed on Sunday, Monday, and Tuesday last. The weather was, as usual, all that could be desired throughout, and every thing passed off very pleasantly, with the exception that four men were injured by the sacred cow as it was being carried up the temple steps on the third day. One of them was somewhat seriously hurt, and had to be taken to the hospital.

On Sunday next and two following days, a grand festival, in honour of the soldiers slain during the Formosa and Satsuma wars, will be celebrated at Inaridake (the site of the recently demolished Government hospital). The principal reason for the festivities being arranged on such a large scale this year, is owing to a desire on the part of the Head Government to ally the ill-fated enterprise in the army and navy against the civil authorities of Nagasaki, in connection with the erection of the hospital over the graves of the dead heroes, without first removing and re-interring all the bones, numbers of which were shortly afterwards discovered both underneath the ground and on the surface.

When the circumstances of the case were made public, the agitation in the army was so great that the then Governor of this *ken* had to be pulled down, and all the remaining bones had to be gathered together and re-interred at great expense in a place specially set apart for that purpose. Mr. Hojo, an officer who has been appointed to represent the Mikado on the occasion, arrived from Tokyo on the 7th, and on the 9th he proceeded to Kumamoto, for the purpose of visiting the battlefields in the vicinity. The men-of-war *Fuso*, *Hiei*, and *Kongo* left Kobe on the 6th, and arrived here on the 11th, to take part in the proceedings. General Tani and Admiral Nire will be present, to represent the army and navy departments respectively. A grand display of fireworks will be given on each day; there will also be dancing, wrestling, and other sports, etc. The Government officials and principal places of business will, we believe, be closed, and a general holiday will be observed.—*Rising Sun*.

## STEAMERS EXPECTED.

The steamer *Lilian* left Saigon for this port on the 19th inst., and is expected to arrive here on the 23rd.

The D. D. R. S. S. *Cassanara* left Singapore on the 20th inst. for this port, and is expected here on the 26th.

The Union Line steamer *Catrinus* left Singapore on the morning of the 19th inst., and may be expected here on the 26th.

The O. S. S. Co's steamer *Simlar* left Singapore for this port on the afternoon of the 20th inst., and may be expected here on the 26th.

## To-day's Advertisements.

NOTICE TO CONSIGNEES.  
STEAMSHIP "VICTORIA" FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.  
A General Average Bond will have to be signed by the Consignees before delivery of Goods.

THOS. HOWARD & Co., Agents.

Hongkong, 23rd October, 1883. [797]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "ARRAKTOON APCAR," having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 31st October, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 8th November.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 23rd October, 1883. [798]

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on

SATURDAY,

the 27th inst., at ONE O'CLOCK, at No. 110, Queen's Road East,

SUNDRY HOUSEHOLD FURNITURE,

the Property of Inspector J. SWANSTON.

TERMS—Cash.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 23rd October, 1883. [799]

## Intimations.

ROYAL YORK HOTEL, OLD-STEVENS, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated, with Suitable Rooms and ample accommodation for travellers, especially those coming from Eastern Climates. FAMILIES and GENTLEMEN will find every comfort they can wish for at the above establishment.

A. HOADLY, Proprietor.

[503]

"CLARIDGE'S HOTEL," BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable HOTEL for FAMILIES and GENTLEMEN going home from the Far East. It is under the direct able Management of Mr. and Mrs. GEORGE PRAGNELL, who spare no pains in providing their visitors with every possible comfort.

[502]

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS.

AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

No. 45, QUEEN'S-ROAD CENTRAL. [471]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.

L. MALLORY, Proprietor.

Hongkong, 24th June, 1881. [501]

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST"

FOR 1884.

THIS Valuable Work with many NEW ADDITIONS AND IMPROVEMENTS will be published on January 1st, 1884.

PRICE THREE DOLLARS.

With an extensive circulation in Hongkong and the Coast Ports of China and Japan, The Philippines, Straits Settlements, Bangkok, Macao, &c., "THE HONGKONG DIRECTORY" is the best medium for Advertising in the FAR EAST. The scale of charges are—

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HONGKONG.—Mr. W. Brewer.  
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Messrs. Kelly & Walsh.  
Messrs. Lane, Crawford & Co.  
The Novelty Store.

MACAO.—Messrs. A. de Mello & Co.  
CANTON.—Mr. M. F. da Silva.  
AMOI.—Messrs. Campbell & Co.  
FORMOSA.—Messrs. Moalle & Co.  
FOCHOW.—Messrs. Hedge & Co.

SHANGHAI & NORTH.—Messrs. MacKenzie & Co.  
ERN PORTS.—Messrs. Kelly & Co., Yokohama.  
MANILA.—Messrs. Ramirez & Giraudier.  
BANGKOK.—Mr. D. B. Brindley.  
SINGAPORE.—Messrs. Sayle & Co.  
PARIS.—Messrs. Gallien and Prince.

"THE HONGKONG TELEGRAPH" Office, 7, Reddick Hill, Hongkong.

Hongkong, 9th October, 1883.

## Intimations.

MRS. P. SMITH, BEGS to inform the Community of Hongkong Generally, and Visitors to the Port, that SHE HAS THIS DAY OPENED PRIVATE TIFFIN ROOMS,

Nos. 8 & 9, BEACONSFIELD ARCADE, WHERE SHE WILL BE PREPARED TO SUPPLY MEALS & REFRESHMENTS AT ALL HOURS.

The Rooms are large, well ventilated and airy, and the viands supplied will be of the best description and cooked in the best style.

ATTACHED TO THE TIFFIN ROOMS ARE A BILLIARD ROOM AND READING ROOM.

THE LATTER IS WELL SUPPLIED WITH GERMAN, FRENCH, AMERICAN & LONDON NEWSPAPERS, WRITING MATERIALS, &c., &c.

N.B.—No Extra Charge for the use of the Reading and Billiard Rooms. ARRANGEMENTS FOR BOARD AND LODGING can be made by applying to

MRS. P. SMITH, ON THE PREMISES, BEACONSFIELD ARCADE.

Hongkong, 10th October, 1883. [766]

INTIMATION.

UNDER the heading "Exhibits to the Cork Exhibition, Ireland," "THE CORK CONSTITUTION, No. 13,025, dated Saturday, July 14th 1883, says:—

MESSRS. TURNBULL JUNR. & SOMERVILLE,

"Valletta, Malta, exhibit in a tastefully arranged case, samples of their famous 'Kaiser-I-Hind' Cigarettes, and inasmuch as a revolution in the habit of smoking is now setting in, this exhibit should prove attractive to all lovers of the 'fragrant weed.' Instead of strong Tobacco, often used in too strong pipes and full flavoured Cigars, the mild Cigarette is rapidly coming into vogue. Those now of view in the Exhibition are highly spoken of by the Press, vendors, and smokers."

SOLE AGENCY, "NOVELTY STORE," MARINE HOUSE, QUEEN'S ROAD.

Hongkong, 26th September, 1883. [731]

F. VINCENOT HAS FOR SALE.

FENARD BUTTER, in Bottles. ANISETTE DE BORDEAUX, qts. & pts. ANISETTE DE BORDEAUX, Stone Bottles, qts. & pts.

DUTCH CURACAO, (White & Orange Dry, quarts and pints.) EAU-DE-VIE DE DANTZIG, quarts and pints.

CACAO-CHOUEVA A LA VANILLE. CACAO A LA VANILLE. PRALINE GRILLEES A LA VANILLE. NOUVEAU ANTILLES. MEUTHES GLACIALE.

ALSO A LARGE VARIETY OF FRENCH WINES, PRESERVES, &c., WHOLESALE & RETAIL. AN INSPECTION IS SOLICITED. PRICES & SAMPLES ON APPLICATION.

F. VINCENOT, No. 24, Praya Central. Hongkong, 12th October, 1883. [772]

TO LET. "BISNEE VILLA" Fokkolum, Furnished. Apply to DAVID SASSOON, SONS & Co. Hongkong, 18th October, 1883. [7]

TO LET. THE Upper Portion of the Eastern Wing of the BAXTER HOUSE, containing 4 Large Rooms, Bath-room, &c., Water laid on and every convenience, Furnished or Unfurnished. Terms Moderate. For Particulars, apply to D. B., Care of Hongkong Telegraph Office. Hongkong, 12th October, 1883. [771]

TO LET. "STOCKWELL COTTAGE" near to the Kowloon Club, British Kowloon, containing Four Rooms and Large Centre Room, Servants' Rooms and Out-houses, Gardens and Tennis Lawn, &c.—Within Three Minutes Walk of the Pier. For Particulars, apply to STEPHENS & HOLMES, Solicitors. Hongkong, 22nd September, 1883. [713]

TO LET. THE PREMISES now occupied by us, No. 11, Queen's Road Central. For further Particulars, apply to Messrs. RUSSELL & Co. GEO. R. STEVENS & Co. Hongkong, 1st August, 1883. [607]

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth to the hair. The basis of this compound is made of soap root, the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that, by its restorative power, it will without all arrest decaying hair, it will cure dandruff, itching, itching, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair. Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co. VARIETY STORE, Queen's Road Central. Hongkong, 25th January, 1883. [159]

## For Sale.

RODERICK DHU WHISKY. PURE Fine Flavoured Blend, Equal in Bouquet and Style to the FINEST FRENCH BRANDY. SOLE AGENT FOR HONGKONG, C. L. THEVENIN, Hongkong Hotel Building. Hongkong, 19th October, 1883. [787]

FOR SALE. G. H. MUMM & Co.'s CHAMPAGNE. QUARTS.....\$22 per Case. PINTS.....\$23 per Case. Apply to MELCHERS & Co. Hongkong, 2nd March, 1882. [8]

FOR SALE. BEST Quality of GOLDEN GATE and WESTERN MILLS FLOUR, lately from San Francisco. PONGEE SILK of all kinds. Apply to FUNG TANG, OF HEE CHEONG CHING HONG, 42, Bonham Strand. Hongkong, 6th August, 1883. [624]

AND "R. TENNENT'S ALE AND PORTER. DAVID CORSAIR & SONS, MERCHANT NAVY, BOILED LONG FLAX, CROWN. ARNOLD, KARBURG & Co. Hongkong, 15th June, 1881. [469]

CIGARS. CIGARS. CIGARS. THE CITY OF MANILA CIGAR STORE. CIGARS of all Brands and from every known factory in Manila, are constantly being received. Owing to the peculiarly advantageous position of the Undersigned in regard to the CIGAR trade with Manila, he now offers Cigars of all Brands, fully matured, and ready for immediate smoking. Quality Guaranteed. JOSE M. BASA, No. 31, E. QUEEN'S ROAD, CENTRAL. Hongkong, 10th October, 1883. [543]

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCKMAKERS. JEWELLERS. SILVER-SMITHS, AND OPTICIANS. CHARTS AND BOOKS. SOLE AGENTS for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Volgländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPOTGLASSES. No. 38, QUEEN'S ROAD CENTRAL. [478]

## Intimations.

SPECIAL NOTICE. A CIRCULAR HAS BEEN ISSUED FROM 8, BEACONSFIELD ARCADE BY M. R. A. HAHN,

in which that person states he has decided to form what he calls a "CLUB FOR CAPTAINS."

In order to supply a want, which, he says, exists for such an institution, to provide Captains of vessels visiting this harbour with accommodation for obtaining MEALS AND OTHER REFRESHMENTS AT ALL HOURS.

This circular states that the Captains of vessels coming to Hongkong are badly catered for by the few so-called Hotels, and in so doing grossly libels the Hotel and Innkeepers of the Colony.

Mr. HAHN intends to provide a place where Meals can be had at all hours, and where Captains can meet and discuss any matters of importance in connection with seafaring interests. Each Room will be Elegantly and Comfortably FURNISHED, and a BILLIARD TABLE and a PIANO will be provided in each room. There will also be MUSICAL EVENINGS and DANCING during the winter.

On behalf of the HOTEL and INNKEEPERS of Hongkong I protest against Mr. HAHN, who carries on Business as a Piano tuner and repairer, or any other person, being permitted to infringe on our rights by establishing what is simply an UNLICENSED PUBLIC HOUSE. We pay the Government a sum of \$300 per annum for a spirit license, and \$50 per annum for each billiard table and have, besides, to close our places at certain hours. Mr. HAHN proposes to SELL SPIRITS and other LIQUORS, to run THREE BILLIARD TABLES and to KEEP OPEN AT ALL HOURS without paying any license whatever.

How can such a Club as this be legally established for persons who are non-resident in the Colony? Mr. HAHN refers to the Engineers Institute, but that association, which is conducted by resident Engineers, does not sell Spirits, does not run Billiard Tables, nor does it Keep Open House for the supply of Refreshments at all hours, or give Musical and Dancing evenings.

It is the duty of the authorities to protect the interests of the Hotel and Innkeepers, and to see that the laws are not violated by the establishment of UNLICENSED PUBLIC HOUSES of the class of this proposed "Captain's Club." We do not object to legitimate Clubs, but Mr. HAHN's proposed enterprise is not a Club in any sense of the term.

This is not the first attempt that this person has made to run a business of this kind without paying a license. Not so long ago he gave Italian Night Entertainments at Kowloon, which became a regular haunt of the gay-women of the Colony, but as a license to sell drink was refused, both the Italian Entertainments and Mr. HAHN soon came to grief. He afterwards had a so-called Club, where Masquerade dances were a special attraction, but this also fell through. And now comes this "Captain's Club" for non-residents.

It is for the authorities to investigate this matter and to put a stop to any attempt to evade the law.

A HONGKONG INNKEEPER. Hongkong, 29th September, 1883. [729]

HONGKONG HOTEL.

HAIR DRESSING SALOON. MR. MARMADE begs to inform the Community of Hongkong, and Visitors, that the above Establishment is now in full working order.

He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.

HAIR CUTTING.....50 Cents. SHAMPOOING.....25 " SHAVING.....25 " TRIMMING BEARDS.....25 "

LADIES' HAIRDRESSING SALOON. MR. MARMADE and his assistants are always at liberty to attend Ladies at his Saloon, specially set apart for Ladies, or at their own Residences at MODERATE CHARGES.

Mr. MARMADE begs to offer to the public his Shampoo Wash made by Mons. Pinaud who has had many years experience and guarantees it to keep for any length of time in any climate.

Monthly Customers for Hair-cutting, Shaving, and Shampooing, take at the following prices:— EVERY DAY.....\$4.00 Per Month. EVERY OTHER DAY.....\$3.00 " TWICE A WEEK.....\$2.00 "

Mr. MARMADE will receive direct from Paris a large Cons



## Intimations.

## A. S. WATSON &amp; CO.

FAMILY AND DISPENSING  
CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
DRUGGISTS' SUNDRIES,  
PERFUMERS,  
IMPORTERS AND EXPORTERS.

OF  
MANILA CIGARS,  
WINE AND SPIRIT MERCHANTS,  
AND  
MANUFACTURERS

AERATED WATERS.

THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.

HE SHANGHAI PHARMACY,  
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,  
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

## The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 23, 1883.

OUR excellent morning oracle, the *Daily Press*, has suddenly been struck with a fit of the prophecies. In its report of the proceedings in the libel case at the Supreme Court on Friday, the *Daily Press* remarks that as the defendant's plea and the prosecutor's demurrer are *ex parte* statements they refrain for the present from publishing these documents. We compliment our excessively verdant contemporary on the innocent manner in which it has assumed the admirably fitting garment of 'mock modesty.' But the question will no doubt be asked—why has the *Daily Press* so suddenly become such a pronounced disciple of journalistic propriety, such a sturdy advocate of the unwritten canons of good taste? Well, if the question must be truthfully answered, our would-be-I-could-be-high-toned and strictly moral contemporary is nothing more nor less than a candling humbug, trying to assume in the eyes of the public a virtue to which it has no valid pretensions whatever. The pretended spirit of impartiality which prevented the *Daily Press* from publishing the so-called *ex parte* plea and demurrer, which were publicly read in open court as a portion of the proceedings in the case, is a hollow sham, which it gives us infinite satisfaction to thoroughly expose.

In the *Daily Press* of September 29th, also in the *China Mail* of the preceding evening, appears one of the grossest, most scandalous and most unjustifiable libels ever published in this Colony. At the Police Court the previous day the PRICK V. FRASER-SMITH libel case had been called before Captain H. G. THOMSETT, Acting Police Magistrate, and on the application of the defendant was postponed for a week without being dealt with in any way. The information lodged by the prosecutor, a privileged document according to legal usage, was ferreted out amongst the records in the Magistracy by the energetic reporters of our modest and impartial contemporaries, copies taken of it in spite of the protestations of the Acting Chief Clerk, and the whole matter published in *extenso* in the succeeding issues of the *Mail* and *Press*. In that information, which it may be stated was never read in court and in its entirety has been abandoned by the prosecution, the defendant is charged with having published certain things (wicked and malignant libels, &c. &c.) well knowing them to be false, and from corrupt motives, maliciously intending to injure, aggrieve, vilify, prejudice and defame the prosecutor. Now although the publication of the history of a trial in a public newspaper, consisting of the facts of the case, and of the law as applied to those facts, is generally held to be lawful, yet the publication of slanderous matter is not justifiable, unless it be shown that it was published for the purpose of giving the public information which was fit and proper for them to receive, and was, moreover, warranted by the evidence. But even this must not be considered a justification in all cases, and under no circumstances can the publication of *ex parte* proceedings heard before a magistrate be considered privileged. The scandalous libels published by both the *Daily Press* and *China Mail*, charging the Editor of this journal with offences, the very name of which would make a Red Indian blush, undoubtedly laid our contemporaries open to either a criminal prosecution or an expensive and troublesome action at law, the result of which would not even be open to doubt. Public journalists, however, have other interests besides their own to consider, and they must in the performance of their arduous and at times difficult, and delicate

duties in the public service be prepared to put up with a vast deal of hostile criticism, and even personal abuse, without flinching. A thin skinned journalist is entirely out of his element on the staff of a daily newspaper, especially in a small community like Hongkong where party feeling runs high, and is of an unusually bitter description. And so, the lessee and publisher of the *Daily Press* and the proprietor and publisher of the *China Mail* (whose name is not GIBBLE), have reasons to congratulate themselves that the questionable BULGIN policy of 'dog eating dog' is not the order of the day at Peddar's Hill.

But it may be urged that a certain amount of credit is due to the *Daily Press* for forsaking, after having discovered, the error of its ways. All humbug and pretence, my masters! Our morning and evening contemporaries did not purposely omit publishing the plea and demurrer above referred to out of respect for any high toned principle of law or custom, *au contraire*. The learned barrister for the prosecution had scarcely reached his chambers after the termination of the proceedings in court, when the energetic reporters of the morning and evening papers presented themselves and begged for copies of said plea and demurrer. The learned barrister did not happen to have the documents handy, so referred his visitors to the Registrar of the Supreme Court, at the same time intimating that although it had been the custom in Hongkong to publish such matters, yet from a strictly legal standpoint the publication of *ex parte* proceedings in the preliminary stages of a trial were not justifiable. And so as the *Daily Press* was unable to obtain copies of these papers; it complacently informs its easily satisfied readers that the *ex parte* statements are withheld for the present. Perhaps in these days of rapid changes in public opinion and feeling, our contemporary is wise to assume the hypocrisy which Rochefoucauld designates as a sort of homage that vice pays to virtue! And yet it is surely a pity to see such shallow humbug trying to hide itself in a pretended reverence for morality, the spirit of justice, and the strict letter of the law.

## TELEGRAMS.

LONDON, October 22nd.  
CHILI AND PERU.

A definitive treaty of peace has been signed between Chili and Peru and the Chilians are preparing to evacuate Lima and Callao.

## LOCAL AND GENERAL.

THE British steamer *Thales* went into the Cosmopolitan Dock this morning.

THE British barque *Wandering Minstrel* came out of the Amoy Dock on the 16th instant.

THE U.S.S. *Essex* now undergoing repairs in Nagasaki, owing to a break-down of her machinery, will not be in sea-going trim for the next two months.

News received at Colombo from Java states that the Province of Batavia is in a better condition than was supposed. The burial of corpses is going on rapidly.

We are informed by the Agent of the O. & O. S. Co., that the steamship *Oceanic*, with San Francisco mails to the 28th ultimo, left Yokohama for this port on the 21st instant.

THE E. and A. Co.'s steamer *Cathartus* was towed over from Kowloon Dock this afternoon, after undergoing repairs necessitated by her grounding in the Torres Straits on the way up from Australia.

We are authorized to state that the private view of the Hongkong Sketching Club Exhibition will take place to-morrow (Wednesday), and that the Committee and Members will be pleased to see their friends at 4 p.m.

We read in a Japanese native paper that the Mitu Bishi Company spent a good deal of money in attempting to raise the *Sunida Maru*, and then sold the wreck and cargo to Mr. Nakamura, of Junker-machi, Osaka, for 10,000 yen. The purchaser has 97 coolies and 10 divers constantly employed at the wreck, and expects to raise the vessel next year.

A CORRESPONDENT writes:—"Our worthy and excellent governor went up north to see about the 'Blockade of Hongkong harbor.' When he comes back there will be another blockade question for him to discuss, viz: 'The blockade of Wyndham Street, Peddar's Street, Queen's Road and a few other sanctimonious "retreats" of a like nature. I suppose the "circular" of yesterday was ostensibly for the purpose of seeing that our worthy Chief of the Executive would not lose some more of his "duds" through falling down some of the Praya Central pitfalls."

The following romance in real life appears in a Higo vernacular paper:—Aburankoki Takafusa, the third son of a kwaroku living at Kioto, formed an acquaintance with a girl named Natsumi, and when their parents interfered they ran off together to Osaka. On the 4th instant Natsumi and another woman paid a visit to a man named Adama. The three got drunk together while Takafusa and another man expected them at the railway station. The woman with Natsumi recovered first, and asked Takafusa to wait until her companion had slept off the liquor, but instead of doing so he went to the tea-house and strangled his still unconscious mistress.

A MARINE Court of Enquiry into the loss of the British ship *G. G. Trufant* was commenced at the Harbour Master's Office this morning. We shall deal with the above matter in another issue.

BRIGHAM YOUNG is reported to have said after Joseph Smith made his polygamy revelation that for a long time he never saw a hearse go by without wishing he was inside. He left fifty children, many of whom make a poor living keeping boarders. When President Taylor's first wife died he married her niece, but since he has become wealthy the niece is left to live alone unsupported. Her daughter is even said to be in a Mormon lunatic asylum.

A REUTER'S telegram from Constantinople announces that the Armenian Patriarch has tendered his resignation. It appears that, at the last meeting of the Armenian National Assembly, several prominent members of the Council severely criticised the conduct of the Patriarch, Monseigneur Nerses, in regard to his relations with the Porte. They openly reproached him with having sold himself to the Turkish Government. For some time past considerable discontent has manifested itself among the orthodox Armenian community on account of the Patriarch's intimate relations with the Palace.

ABOUT one o'clock to-day the fire bell rang out, announcing a conflagration in the central district. Large crowds of Chinese were soon wending their way towards the west end of Wellington Street opposite the Fire Brigade station. No. 3 steam engine was quickly on the Praya and her hose brought close to No. 170 Wellington Street, from the ground floor of which smoke was issuing in a dense volume. A manual engine was also on the spot, which, together with the one on the Praya, soon filled the premises, a batter's shop, with water. No flames were visible, so the water was directed to the back of the house when the smoke soon ceased to show itself. We are informed that the next door shop to where the smoke was seen, an ironware store, was recently insured for 3,400, and that the batter's establishment was insured, only yesterday, for the sum of \$1,500. We don't like to be hard on people who are trying to rub along and do business, but we have repeatedly drawn attention to the readiness with which these small traders can get their places insured for such disproportionate amounts. Fifty dollars would buy the latter out, stock, lock, and barrel, and we are quite certain that if the ironware man's premises were to fall a victim to the fire-fiend and he got the full amount of his insurance, he would instantly make tracks for his native village and set up for life as a retired gentleman who had made his fortune by a lucky speculation, and the aid of fire.

We are informed that the steamer *Shun-on*, flying the Annamese flag, which, as we reported a short time back, had been seized by a French man-of-war for an alleged attempt to run the supposed existing blockade on the Annamese coast, has been released by Admiral Courbet, it having been discovered that not a shadow of justification existed for the seizure and detention of the vessel. Captain Blumenberg, who commands the *Shun-on*, is a German subject, and we understand that he intends claiming a personal indemnity for the high handed action of the French naval authorities in illegally detaining him a prisoner in Halong Bay, whilst the owners of the steamer, one of whom is a British subject, will advance a claim for the loss caused by the seizure of the *Shun-on*. We also hear that the late charterer of the German steamer *Vorwarts*, which was forcibly prevented from entering the Annamese port of Touron by the French man-of-war *Atalante* on the 21st ulto, has prepared a claim against the French Government for the losses caused by this arbitrary and altogether unnecessary proceeding, the opinion of counsel being to the effect that, according to international law, there being no state of war between Annam and France, the so-called blockade of the Annamese coast is an illegal and indefensible measure. As the trade between this port and the trading centres of Annam and Tonquin has been practically suspended by this sham blockade, merchants will no doubt be pleased to learn that these arbitrary and senseless proceedings on the part of the French naval authorities are to be brought under the direct notice of the British and German Foreign Ministers.

A GIRL, about seventeen years old, called as chief witness in a case heard at Nottingham police-court, having examined the Bible, placed in her hand, said:—"Gentlemen, this book belongs to the Church of England, I presume?"—Magistrate: Yes. Witness: Then I decline to take my oath upon this book. Magistrate: Why? Are you an atheist?—Witness: Indeed, gentlemen, I am no atheist; I am a Roman Catholic. I shall decline to take the oath upon that book. Magistrate: Why?—Witness: Because the Bible contains the Gospels and Epistles approved and appointed to be read in all the churches and chapels in England. Witness: Gentlemen, in all your churches and chapels, but not in mine. Magistrate: What Bible will you take your oath on?—Witness: "On a Roman Catholic Deity Bible. Unless I have one, I will not take my oath on any other." The witness then left the hall for a quarter of an hour, when she was again called in, and still objected to take the oath upon the book. Magistrate: I have never heard such an objection, only by a French lawyer, who claimed his right of affirmation. Witness: Then I, as a Roman Catholic, claim to affirm. Magistrate: What form of affirmation will you give that what you say is true?—Witness: "I will affirm that what I say is true by the sign of the Cross, in the name of God the Father, Son, and Holy Ghost." Magistrate: Then hold the Bible in your hand and make the sign of the Cross. Witness: "Gentlemen, I will not hold that book as a Catholic. I set no value on that version of the Bible. It would not bind me. I must have my own true Bible, or I will not take the oath. I will not kiss any other book." The Magistrate finally informed the case, that a proper Bible might be obtained from the Roman Catholic Bishop.

THE following charters were effected in Amoy during the past fortnight:—*Minerva*, 7,000 peculs, Newchwang & Amoy, 25 lay days, \$1,620; *Koiga*, 14,000 peculs, Newchwang & Amoy, 30 lay days, 20 cents per pecul; *Queen of India*, 9,000 peculs, Newchwang & Amoy, 26 lay days, 18 cents per pecul; *Pelham*, 7,200 peculs, Newchwang & Amoy, 25 lay days, \$1,300; *Peter*, 7,000 peculs, Yokohama & Amoy, 17 lay days, \$700; *Benedicta*, 5,000 peculs, Newchwang and back, 22 lay days, \$1,400; *Roderick Hay*, 7,000 peculs, Newchwang and back, 25 lay days, \$1,625; *Faugh Balaugh*, 5,700 peculs, Newchwang and back, 20 lay days, \$1,275; *Centaur*, 10,000 peculs, (at Shanghai) Newchwang and Amoy, 28 lay days, 20 cents per pecul, if Hongkong 22 cents, or Whampoa 25 cents.

INFORMATION, which we (*Hogo News*) have every reason to believe is well-founded, has been received here announcing that the Mitsui Bishi Company's steamer *Akitushima-maru* is ashore on Shiriya-saki, near the entrance to Taigar Straits. No details are as yet to hand, but it is reasonable to conjecture that the vessel was caught between Yokohama and Hakodate in the gale which passed close to Kobe the other day. The *Akitushima-maru*, formerly known as the *Montgomeryshire*, is commanded by Captain J. Frahm, and is one of the finest vessels in the Company's fleet. She is 1,751 tons gross tonnage, and has engines of 200 horse-power, nominal. The loss of such a steamer would be particularly unfortunate, having regard to the other accidents which have happened within the last couple of years to the Company, and we trust therefore that it will be found practicable to float the *Akitushima-maru* off from her present position. We expect to hear further particulars of the matter during to-day.

INSPECTOR JOHN C. SWANSTON, who came out with the first batch of Scotch policemen some eleven years and nine months ago, was this morning sworn in for another five years' service in our local force. Inspector Swanston is not much of a "terror" to look at, being rather a slim, though cleanly built, fellow, but the fact that he has done nearly twelve years' service without as much as having been out of the colony goes a long way, to prove that he is one of those heathen-bred slab-sided sons of Scotland who are as tough as leather. The worthy Inspector has done most of his service at the outlying stations, where his general management of affairs has been very successful. When leaving his former post at Shau-ki-wan, the natives mustered together in force and presented the retiring Inspector with a handsome silk flag, suitably embellished, and setting forth the many virtues of the recipient. Mr. Swanston goes home on the 30th instant on nine months' well earned leave, and we have much pleasure in wishing him *bon voyage* to John O'Groats and a safe return to Hongkong, where his many good qualities have made him universally respected by those who have the pleasure of his acquaintance.

LOURENCO MAMEDE BAPTISTA, described as a clerk, appeared before Mr. Wodehouse this morning on a charge of using threatening language towards Messrs. F. L. E. Soares, and A. F. J. Soares, tending to cause a breach of the peace.

The following letter was sent to each of the complainants by the defendant:—

I hope to meet you on board the steamer *White Cloud* tomorrow to proceed to Macao together where we can talk as we like. Should you fail to come I shall opt on your face, as the greatest offence.

(Signed) L. M. BAPTISTA.

Mr. Dennis appeared for the complainants. Mr. A. F. Jesus Soares stated that the defendant was angry about some family matter, which he would prefer not to make public, with which his brother, F. L. E. Soares, was connected. Defendant intercepted him in the street and used very violent and threatening language, calling him coward, infamous, and other mean names, besides menacing him with a Penang lawyer as well as sending him a letter and asking him to come to Macao with his revolver to settle the business.

Defendant admitted having written the letters and stated that he would do anything in Hongkong to either of the complainants likely to cause a breach of the peace.

He was bound over in the sum of five hundred dollars to be of good behaviour for one year.

THE *République Française*, with which M. Chaillemet-Lacour was formerly connected, is glad to see that the Marquis Téng, who was in the habit of confiding his *mauvaise humeur* to all the journalists on the boulevard, has now, thanks to the advice of the English Government, exhibited something like a conciliatory spirit. "Nobody in France," says the *République*, "desires a war with China. If unfortunately it were to break out it would be because China had declared war, or what is still worse, had made war without declaring it. We ask nothing of the Celestial Empire; no concession, no favour. We desire to live in peace with it without interfering in its affairs, on condition of its not interfering with our own. What is the question after all? The whole of Annam is placed under our own protectorate, and we must occupy one of its provinces, Tongking, in virtue of an incontestable right." Having stated this, of course the *République* proves that China is completely in the wrong, and warns the Marquis Téng not to rely on the support which is given to Chinese claims by the German, Italian, and more especially the English Press. The article concludes by observing that the responsibility resting with the Marquis Téng is very great. "We cannot say whether, as one writes from Hong Kong, war would be immediately followed by results in nearly all the provinces, but we know that of its immediate consequences would be fearful ruin, for which China would not be pardoned; and we likewise know that on a very different side to Tonquin the Celestial Empire has enemies who would at once avail themselves of this occasion to break it up." It depends on the Marquis Téng to render his country invulnerable in the south, or to make it a sort of Ottoman Empire on the shores of the Pacific.

La Presse has an account of a peasant named James Tzgelof, who has just died at Odessa, aged one hundred and forty-seven years. His son is still alive at the age of one hundred and fifteen; he has a grandson of eighty-five, and a great-great-grandson of forty years. He never drank nor smoked.

ARABI PASHA says that he is in a second Elysium in Ceylon. He likes the English very well and is busily studying their language—and their laws. (Perhaps he wants to become a lawyer and join the Hongkong "lights"). He is getting fatter and fatter on bottled stout and draught ale, but—ah! that—but—he "wants to go home to his vaterland, am den Rhine"—no, we mean Nile. It is always thus, a man never knows when he is well off—nor a woman either, for that matter.

THE Paris journal *France*, which is said to accurately reflect the feeling of public opinion, holds that the advantages that may accrue from the exploitation of Tonquin are not worth the risk of a war with China and a misunderstanding with England, "the only European Power whose Government is at all friendly towards us." It points out that the military organisation of France, which is exclusively framed for the contingency of a war with Germany, and the want of a Colonial army, render the venture a culpable folly. The Government, it adds, has got itself into such a difficulty that it cannot advance with prudence or draw back without disgrace, and advocates a resort to a Court of Arbitration, on the model of that which settled the *Alabama* difficulties. The *Liberté*, another journal of high standing, candidly admits that the Canton riot was one of the consequences of French action in Tong-King, and urges a European intervention to arrive at a pacific settlement.

## CRICKET.

The match arranged by the Club Committee for Saturday last having fallen through, a scratch affair was got up, the opposing teams being divided on the old fashioned alphabetical principle. There is an old saying somewhere or other about the last being first, and so it was on this occasion, as the players who claimed to belong to the last half of the alphabet handled the willow whilst the "A.B.C.'s" went to the field. The match, if the truth must be told, was not a particularly interesting one, and we are somewhat reluctantly forced to the sad conclusion that the grand old English pastime is perceptibly on the decline in this colony. This should not be, and we trust that the old cricketing spirit will yet be re-kindled, alike amongst old hands and our *jeunesse dorée*.

Rice and Bell-Irving were the first pair of batsmen to face the deliveries of Hendry and Farquhar, and as both were in good form the fiddlers were soon busy. The score sheet showed a total of 37 when the left hander was bowled off his pads by Hendry, his contribution amounting to 46—including six threes—having been assisted by legitimate cricket. Lloyd then became Irving's chum, but with the addition of 11 runs the latter succumbed to a straight one from Farquhar, and two wickets were down for 48. Neither Lloyd nor Johnston made any stand, but Porter (15) and Jarrett (18) showed good hitting powers, whilst the veteran H. F. Whyte, playing in quite his old brilliant form, carried out his bat for an admirably compiled 34, which comprised a brace of fours, four threes, three twos and singles. The innings yielded a total of 141, including 13 extras, which, considering the fast wicket and the batting strength of the eleven, was not altogether so satisfactory as might have been expected. D'Aeth was most successful with the ball, his 5 wickets only costing 31 runs, an average of 6 runs per wicket. Farquhar had 3 wickets for 46 and Hendry 2 for 49.

The "first half" were first represented at the wickets by Farquhar (R.N.) and D'Aeth ("The Buffs"). Rice and Porter starting the trundling for the opposition. The naval man was sent back by Rice's first ball, and made way for Hendry who stayed with the stalwart Buff until the total reached 26, when he got his leg in the way of the ball and had to retire. When Hare became associated with D'Aeth a long stand was made, and although several changes of bowling were tried the match was practically won when a separation was at length effected with the total at 119, Johnston catching and bowling D'Aeth and inducing Hare to place one in Lloyd's hands with consecutive balls. D'Aeth had made 86—two sixes, a quintette of fours, nine threes, a brace of twos and singles—by hard hitting, whilst Hare's 27, including no fewer than 18 singles, Fincham and Gordon, raised the score to 140, when the last named retired for 15, and then the former and Greaves kept up their wickets until gun fire, their scores being 21 and 9 respectively, and the total 170, or a majority of 29. Johnston took 3 wickets at a cost of 38 runs. Rice's one wicket cost 46 and Irving's 38.

The full scores are appended:—

LAST HALF OF ALPHABET.	FIRST HALF OF ALPHABET.
H. G. Rice, b Hendry, 46	A. Farquhar, R.N., 2 and 1
J. Lloyd, b Hendry, 15	Johnston, 38
C. F. Porter, 15	H. F. Whyte, 34
G. R. Jarrett, 18	H. G. Fincham, 21
G. R. Johnston, not out	H. G. Fincham, 21
H. F. Whyte, 34	H. G. Fincham, 21
A. F. Soares, 11	H. G. Fincham, 21
M. V. Soares, 11	H. G. Fincham, 21
D. Aeth, 86	H. G. Fincham, 21
H. Bell-Irving, 11	H. G. Fincham, 21
H. Hendry, 49	H. G. Fincham, 21
Extras, 13	H. G. Fincham, 21
Total, 141	H. G. Fincham, 21

"It is the little bit of things that fret and worry us," says John Bulling. "We can dodge an elephant, but we can't a fly."

The eye is sometimes called the window of the soul, consequently a black eye must be a stained window.—*Philadelphia Chronicle-Herald*.

Says a New York Custom House official: "I prefer a man's declaration to a woman's. As a rule, you can't depend much on women. They have no sense of responsibility, and with most of them the desire to smuggle something amounts to a mania."

## CHINESE VIEWS OF CURRENT EVENTS.

(Continued.)

Reporter:—"What is the reason for the Chinese esteeming the telegraph above all other foreign inventions? Why is it that such discrimination is made?"

Mr. ——"The Chinese are said to be a 'slow' race and they do not like to have things thrust upon them, as my friend here has just said. The Chinese are not slow to see when they have a good thing. They have not failed to perceive the benefits of the rapid communication between the different provinces afforded by the telegraphic system, at a comparatively moderate expense, and they have not been over slow to adopt it. When you come to think of the number of years from the time the telegraph first touched China's shores to the time when China first established a line of her own, viz.: from Foochow to Pagoda Anchorage, and take into consideration the time taken to establish lines connecting various of the principal ports, you will be better able to judge that the country is not so slow as she is said to be. Now that she has telegraphs and that she sees that they are of real value to herself individually as a country, she don't care a straw for other nations—she will have every port, city, town and village connected therewith before another ten years have expired. The government sees very well the great service which the telegraph would do in the case of an outbreak of Chinese rebels, and a distant part of the Empire and it knows full well that information would reach the capital and give warning long before the rebels or others would be aware that such was the case. The majority of the Chinese in the Empire do not know anything of the nature of the telegraph and would therefore be at a loss to know what to make of the poles and wires stretched along from city to city, from Siberia to Siam, and from the most western borders of the Empire to the sea coast. They believe it to be a supernatural power or 'joss' over which you foreigners have gained the mastery, and as it partially relates to 'demonology' in which all Chinese believe, they regard it with a sort of awe and are prone to seek its aid. Moreover, for this latter reason—that the telegraph is a sort of communion with the Gods—a precedence is given to that invention over all others of foreigners."

Reporter:—"What do the Chinese think of railroads?"

Mr. ——"That is a pretty question to ask (laughing). Have not you foreigners had a very good sample of what the Chinese think of your railway system from their reception and consignation to oblivion of the defunct Woosung Railway?"

Reporter:—"The Chinese did not have a sufficient trial of the Woosung Railway to fairly test its merits or give it a fair trial."

Mr. ——"But still it was sufficient to show that they did not wish to even give it a fair trial."

Reporter:—"What do you mean by not even wishing to give it a fair trial?"

Mr. ——"Simply this: The mandarins—that is to say those in office—did not desire to have the railway, and the people took their cue from them."

Reporter:—"I know all that about the Woosung railway, but what I particularly want to know is how the people of China regard the system of railways generally, and what they think of them?"

Mr. ——"Notwithstanding that I have been speaking to you about the railway at Woosung, I was only having a joke with you upon what I know is to you foreigners a sore subject, nevertheless all that I have just said is true, as you yourself well know. The Woosung railway has undoubtedly been a sore point with foreigners, as I know full well that the country very loth to give up a point once gained. The running of the Woosung Railway, even for the short time it did run, was most decidedly a point gained by the foreigners in their progress in China, and to have that point wrested from them has been most galling to them—I don't know whether I am right or not in my surmise, but that is what we Chinese think of the Woosung Railway. But, joking apart, I shall tell you what we—that is the really enlightened Chinese—think of the railways and their introduction into China, and the enormous difficulties to be overcome in order that the same may be firmly established throughout the country. First of all, I believe, imagine that it will only take a few years to introduce railways into China, but most Chinese think differently and say that this generation will not see it. As far as we actually think of the foreign system of railways, we really regard them as a truly grand invention and one well worthy of an introduction into the country. But also, as I said before, this may not take place either in your time or in mine. We enlightened Chinese can easily see the great benefits to be derived from railways as a means of rapid transit, but it is of no use for us to wish for that which we well know will be most strenuously opposed by the official element of the nation. It is not by any means the people who object to railways in China. No—it is not them but it is the mandarins. By mandarins, I do not wish to include those who comprise the Court at Peking or the Emperor himself, I refer only to those who hold the secondary reins of power, that is to say, the various provincial authorities."

Reporter:—"How is it you thus ignore the important persons who have the greatest voice in the matter?"

Mr. ——"For a variety of reasons which I am about to explain. In the first place I have said that China is rich, yes, very rich indeed. And so she is, but she doesn't like to part with her money. She is rich, yes, but she will not part with it if she can, possibly help it. Chinese finances, as far as our government *regards* them, are apparently in a dead letter, to the comprehension of our foreigners. You do not seem to know the first principles of Chinese finance, which, to briefly explain it, "to get as much money as possible and to keep it as obtained." This axiom is what has invariably guided China in whatever she has done, either voluntarily or otherwise. A *Mandarin* like this pervades the whole empire, it is very useless for anyone to contradict this statement of mine as the facts are so obvious to every Chinese and foreigner alike. It will be better if I were to be a little more explicit, which I shall do by particularizing what I mean. A system of false representation to the Imperial throne prevails in all provinces without exception, and has prevailed from time immemorial. Both upon favorable or unfavorable subjects. Were the matter a favorable one to the provincial authorities, the facts would be grossly exaggerated in such a manner as to disguise the actual truth; this is very much the case with the *Chong-ching* (Chong-ching), they have reported from the Chinese—while on the other hand, were the matter an unpleasant one, and one which was not favorable to either the Imperial Government or to themselves, they would withhold as much of the disagreeable as possible and endeavor to glide as it were, over the matter in such a way as to escape censure and to place themselves in as favorable a light as the circumstances would allow. That the introduction of railways into China would entail a great additional expense to



# The Hongkong Telegraph.



No. 542.

TUESDAY, OCTOBER 23, 1883.

SIX DOLLARS PER QUARTER.

## For Sale.

### SHOOTING SEASON

LANE, CRAWFORD & Co.,  
HAVE RECEIVED THEIR ASSORTMENT  
of  
SPORTSMEN'S AMMUNITION AND  
SUNDRIES,  
comprising—  
SPORTING GUNS, in newest styles, in Cases  
Fitted.  
ELEY'S NEW METAL LINED and other  
CARTRIDGE CASES.  
WHITE, GREY, and GREASE PROOF  
WADS.  
CYLINDRICAL WIRE CARTRIDGE  
CASES.  
CHILLED and ORDINARY SHOT.  
PIGOU and WILKS' "ALLIANCE" GUN-  
POWER.  
Re-capping, Loading, Ramming and Turnover  
MACHINES.  
CARTRIDGE BAGS and BELTS.  
GAME BAGS.  
SHOOTING BOOTS.  
POWDER and SHOT MEASURES and  
FLASKS.  
DOG WHISTLES and WHIPS.  
REVOLVERS, by best English and American  
Makers.  
TINNED PROVISIONS for SHOOTING  
TRIPS.

LANE, CRAWFORD & Co.  
Hongkong, 17th September, 1883. [340]

### C. L. THEVENIN,

WINE AND SPIRIT MERCHANT,  
HONGKONG HOTEL BUILDINGS,  
HAS FOR SALE  
A FINE ASSORTMENT  
of  
WHITE and RED  
BURGUNDIES,  
GRAND HERMITAGE,  
CHAMBERTIN, POMMARD,  
RICHEBOURG, CHABLIS,  
Pils and Quarts.

OLD PORT, SHERRY, WHISKEY, COGNAC,  
LIQUORS AND SYRUPS,  
PERFUMERY,  
&c., &c.  
Hongkong, 17th October, 1883. [780]

## Insurances.

### NOTICE.

### THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)  
The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1882. [106]

### YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00  
PERMANENT RESERVE.....Tls. 230,000.00  
SPECIAL RESERVE FUND.....Tls. 318,335.56  
TOTAL CAPITAL and  
ACCUMULATIONS, 31st  
March, 1883.....Tls. 968,335.56

DIRECTORS.  
F. D. HITCH, Esq., Chairman.  
C. LUCAS, Esq. Wm. MEYERINK, Esq.  
A. J. M. INVERARITY, Esq. G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.  
Messrs. RUSSELL & Co., Secretaries.  
LONDON BRANCH.  
Messrs. BARING BROTHERS & Co.,  
Bankers.

RICHARD BLACKWELL, Esq., Agent,  
68 and 69, Cornhill, E.C.

Policies granted on Marine Risks to all  
parts of the World.  
Subject to a charge of 12 per cent. for interest  
on Shareholders' Capital, all the PROFITS of the  
UNDERWRITING BUSINESS are annually dis-  
tributed among all Contributors of Business (whether  
Shareholders or not) in proportion to the  
premium paid by them.

RUSSELL & Co.,  
Agents.

Hongkong, 25th May, 1883. [183]

### GENERAL NOTICE.

### THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000. EQUAL \$333,333.33.  
RESERVE FUND.....\$70,818.27.

BOARD OF DIRECTORS.  
LEE SING, Esq. LEE YAT LAU, Esq.  
LO YOK MOON, Esq. CHU CHIE NUNG, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken at  
CURRENT RATES to all parts of the world.

HEAD OFFICE, 2 & 3, PRAYA WEST.  
Hongkong, 1st September, 1882. [670]

THE Undersigned have been appointed  
AGENTS to the NEW YORK BOARD  
of UNDERWRITERS.

ARNHOLD, KARBURG & Co.  
Hongkong, 15th June, 1881.

RECORD OF AMERICAN and FOREIGN  
SHIPPING.

ARNHOLD, KARBURG & Co.  
Hongkong, 15th June, 1881. [470]

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction,  
TO-MORROW,

the 24th October, 1883, at THREE P.M., at his  
Sales Rooms, Queen's Road,  
THE YACHT "SUN FLOWER,"

Newly Coppered, and with full complement of  
RACING SAILS, CHAINS, ANCHORS,  
&c., &c.

TERMS OF SALE. Cash, and the Yacht to be  
at the purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,  
Auctioneer.

Hongkong, 22nd October, 1883. [795]

### PUBLIC AUCTION.

M. R. J. M. GUEDES has received instructions  
from the MORTGAGEE to Sell by  
Public Auction, on

### MONDAY,

the 5th November, 1883, at TWO O'CLOCK P.M.,  
at the Premises,  
A VALUABLE LEASEHOLD PROPERTY,

situated in  
HOLLYWOOD ROAD,  
Victoria, in the Colony of Hongkong.

Comprising—  
All those Pieces or Parcels of GROUND Re-  
gistered in the Land Office as Subsection  
No. 1 of Section A of INLAND LOT No. 90,  
and Section C of INLAND LOT No. 90  
with the Messuages or Tenements thereon  
being Nos. 83, 85, 87, 89, 91 and 93, Holly-  
wood Road, as the same Premises are held  
for the residue of a term of 75 years and for  
the further term of 924 years subject to the  
payment of the due proportions of the rents  
and to the performance of the Covenants  
and Conditions reserved by and contained  
in the Crown Lease of the whole of the  
said Inland Lot No. 90, and the extension  
thereof.

The Property is sold subject to the existing  
lettings thereof respectively.

For Further Particulars of the Property and  
Conditions of Sale, apply to

BRERETON, WOTTON, & DEACON,  
Solicitors for the Mortgagee,  
Hongkong,  
or to

J. M. GUEDES,  
Auctioneer,  
Hongkong.

Hongkong, 19th October, 1883. [785]

## Notices of Firms.

### NOTICE.

FROM this date Messrs. RUSSELL & Co.  
will conduct our Business at this Port, and  
all Communications should be addressed to them.  
Messrs. RUSSELL & Co. will also act as Agents  
at this Port for our line of Steamers.

GEO. R. STEVENS & Co.  
Hongkong, 1st August, 1883. [666]

### NOTICE.

THE Undersigned have been appointed  
Agents of the CHINA SHIPPERS'  
MUTUAL STEAM NAVIGATION COM-  
PANY, LIMITED.

ARNHOLD KARBURG & Co.  
Hongkong, 19th October, 1883. [786]

## Intimations.

### UNION INSURANCE SOCIETY OF CANTON, LIMITED.

### NOTICE TO SHAREHOLDERS.

A SECOND and FINAL BONUS of Five  
per cent. on Contributions and a DIVI-  
DEND of EIGHTEEN DOLLARS and TWENTY-  
NINE CENTS per SHARE for the year 1882, will  
be Payable on MONDAY, the 22nd instant.

Warrants may be had on application at the  
Office of the Society on and after that date.

By Order of the Board,  
DOUGLAS JONES,  
Acting Secretary.

Hongkong, 22nd October, 1883. [794]

### CHINA FIRE INSURANCE COMPANY, LIMITED.

### ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to  
send in this Office a List of their Con-  
tributions of Premium for the year ended 31st  
December last, in order that the proportion of  
Profit for that year to be paid as Bonus to  
Contributors may be arranged. Returns not sent in  
before the 30th November next, will be made up  
by the Company, and no subsequent claims or  
alterations will be allowed.

By Order of the Directors,  
JAS. B. COUGHTRIE,  
Secretary.

Hongkong, 1st September, 1883. [673]

### LOST.

ON BOARD the River Steamer "POWAN,"  
an IRON TRUNK containing BOOKS,  
PAPERS, CLOTHING, &c.

The above has probably been taken away by  
mistake by some Passenger, and the OWNER  
will feel greatly obliged by its being RETURNED  
on board the Steamer as early as possible.

Hongkong, 9th October, 1883. [759]

### INTIMATION.

SIGNOR ANTONIO CATTANEO, of the  
CONSERVATOIRE DE BERGAMO and late  
of the ROYAL ITALIAN OPERA COMPANY has  
the honor to inform the community that he  
has arranged to remain in Hongkong, and will give  
lessons in Music, Singing and the Piano-forte.

CHARGES STRICTLY MODERATE.  
Address—Messrs. KELLY & WALSH,  
Queen's Road.

Hongkong, 1st March, 1883. [168]

### A CARD.

PRIVATE BOARD and LODGING  
can be obtained for  
SINGLE GENTLEMEN or MARRIED COUPLES  
AT

No. 6, QUEEN'S ROAD EAST.  
Next Door to the Temperance Hall.  
Terms Moderate.

Hongkong, 10th July, 1883. [153]

## Intimations.

# ROSE & CO.

HAVE JUST OPENED.

NEW BLACK, AND COLORED SILKS.

FRENCH BROCHE GAUZES.

COLORS SILK VELVETS and VELVETEENS.

STAMPED VELVETS and VELVETEENS.

BLACK VELVETS and VELVETEENS.

NUNS' VEIL CLOTH in all New Shades.

BLACK & COLORED CASHMERES.

CASHMERE, SILK, AND BEADED JERSEYS.

BOYS' JERSEY SUITS.

KID AND SUEDE GLOVES.

ALSO

THE NEW JERSEY SUEDE GLOVES.

LACES, FEATHERS, FLOWERS, &c.

LADIES' FELT HATS.

PARIS MILLINERY AND TRIMMED HATS.

MANTLES, FISHUS and CHENILLE CAPES.

&c., &c., &c.

ROSE & Co.,

31 AND 33, QUEEN'S ROAD.

Hongkong, 22nd October, 1883. [716]

# KELLY & WALSH

HAVE JUST RECEIVED THE FOLLOWING  
NEW AND POPULAR MUSIC.

### DANCE MUSIC.

FEDORA Dawn Two new Waltzes by  
of Day ..... J. Composer of "My Queen."  
In the Twilight Valse ..... C. Coote.  
Rêve d'Amour Valse ..... Waldteufel.  
Rhine-Maiden-Waltzes ..... Gauthier.  
Encore une fois Valse ..... Lothian.  
My little Sweetheart Waltz ..... Meisler.  
Psyche Waltzes ..... W. H. Evans.  
Mysotis Waltz ..... Lothian.  
Old Love and New Love Valse .....  
Alice Valse ..... J. P. Clarke.  
Thine Alone Waltz ..... Meisler.

### SONGS.

Once, only Once ..... Cotford Dick.  
For you, for me ..... Fr. Clay.  
But one Golden hour ..... J. De Sival.  
We wandered once ..... M. Watson.  
Sisters—Yet Strangers ..... Roedel.  
The Devoted Apple ..... Wellings.  
The Mower and the Lass ..... Wellings.  
Loved once, Loved ever ..... Roedel.  
Not so my Dream ..... Carter.  
Brave and Fair ..... Roedel.  
I cannot tell you why ..... Barr.  
Be always mine ..... Wellings.  
Faithful ..... Roedel.  
Sour Grapes ..... Poulet.

### VOCAL DUETS.

Sweet Bird of Eve ..... Dorn.  
Shepherdesses ..... Wellings.  
When the Boats come in ..... Lohr.  
What shall I say .....  
Very nearly .....  
I dream'd a Dream ..... E. Cooke.  
Tomb of a Vanished Hand ..... Pinsuti.  
Close to the Threshold ..... Parker.  
Little April Fool ..... E. Dorn.  
No, Thank you Tom! ..... Roedel.  
Love and Saved ..... Watson.  
The all I ask ..... Cotford Dick.  
The Pumpkin Gate ..... Hutchison.  
Five o'clock Tea ..... Poulet.  
At the Ferry ..... Dorn.  
The Harp ..... Molloy.  
Highwayman Jack ..... Reeves.

### THE NEW CHRISTMAS NUMBER OF COOTE'S BALL ROOM ALBUM.

Contents—Solitude Valse (Waldteufel) Vanity Fair Quadrilles (Coote).  
Minnit Polka (Waldteufel) Treue Liebe Valse (Coote).  
Elsie Schottische (Smith) Aladdin Lancers (Lutz) Blue Beard Polka (Lutz).  
Désirée Polka Mazurka (Waldteufel). PRICE 40 CENTS.

KELLY & WALSH.

Hongkong, 15th September, 1883. [560]

# W. BREWER.

HAS JUST RECEIVED.

SWEET CAPORAL CIGARETTES.

HALF CAPORAL CIGARETTES.

FULL CAPORAL CIGARETTES.

SULTANA CAPORAL CIGARETTES.

GOLDEN CLOUD TOBACCO.

ACCOUNT BOOKS IN GREAT VARIETY.

GEMS OF DANCE.  
WALDTEUFEL ALBUM.  
MUSICAL FAVORITE.  
SUNSHINE OF SONG.  
SILVER WREATH.  
LA CREME DE LA CREME.  
ROBERT FRAUN'S ALBUM.

SCOTTISH SONGS.  
MOORE'S IRISH MELODIES.  
GERMAN SONGS.  
SILVER CHORD.  
MUSICAL TREASURE.  
SHOWER OF PEARLS.

NEW FANCY STATIONERY IN GREAT VARIETY.  
THE POLYOPTICON.

W. BREWER,

QUEEN'S ROAD.

Hongkong, 6th October, 1883. [784]

# SAYLE & CO'S

SHOW ROOMS.

JUST RECEIVED EX "GLENELG" AND NOW SHOWING.

CHEAP TRIMMED MILLINERY IN LATEST STYLES.

SPECIALITIES IN BEAVER, FELT AND STRAW HATS AND

BONNETS IN NEWEST STYLES.

FEATHERS, FLOWERS, MILLINERY, SILKS,

VELVETS, SATINS,

&c., &c., &c.

SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 8th October, 1883. [730]

## Mails.

### OCCIDENTAL AND ORIENTAL STEAM- SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

THE Steamship.

"ARABIC,"

will be despatched for San Francisco, via Yoko-  
hama, with the option of calling at Honolulu, on  
SATURDAY, the 27th October, at THREE P.M.

To be followed by the Steamship "OCEANIC,"  
on the 17th November.

Connection being made at Yokohama with  
Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to  
address in full, and same will be received at the  
Company's Office until FIVE P.M. the day pre-  
vious to sailing.

RETURN PASSAGES.—Passengers, who  
have paid full fare, re-embarking at San Fran-  
cisco for China or Japan (or vice versa) within  
six months, will be allowed a discount of 20 per  
cent. from Return Fare; if re-embarking within  
one year, an allowance of 10 per cent. will be  
made from Return Fare. Pre-Paid Return

Passage Orders, available for one year, will be  
issued at a Discount of 25 per cent. from Return  
Fare. These allowances do not apply to through  
fares from China and Japan to Europe.

Consular Invoices to accompany Greenland,  
Mexican, Central, and South American Cargo,  
should be sent to the Company's Offices, ad-  
dressed to the Collector of Customs, San Fran-  
cisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company  
No. 50A, Queen's Road Central.

F. E. FOSTER,  
Agent.

Hongkong, 22nd October, 1883. [2]

## Consignees.

### OCCIDENTAL AND ORIENTAL STEAM- SHIP COMPANY.

### NOTICE.

CONSIGNEES of CARGO per Steamship  
"ARABIC"

are hereby notified that their Goods are being  
landed and stored at their risk in the Company's  
Godowns at Wanchi, from whence delivery may  
be obtained, on Countersignature of Bills of  
Lading.

Goods remaining unclaimed after the 27th  
instant, will be subject to rent.

No Fire Insurance has been effected.

F. E. FOSTER,  
Agent.

Hongkong, 17th October, 1883. [781]

## Intimations.

### NOTICE.

In the Matter of a Deed of Assignment and  
Trust by LEONG ON otherwise LEONG  
HOK CHAU of Victoria, in the Colony  
of Hongkong, Comprodor.

NOTICE is hereby given that in pursuance  
and by virtue of the above mentioned  
Deed the Undersigned are duly appointed  
Trustees of the ESTATE and EFFECTS of the said  
LEONG ON.

Creditors and others are hereby requested to  
send in their CLAIMS against the above Estate  
to the Undersigned on or before the 12th day of  
November, 1883; otherwise they will not be in-  
cluded in the scheme of distribution.

All Persons indebted to the above Estate are  
requested to make immediate payment to the  
Undersigned.

Dated the 13th day of October, 1883.

CHIU U TIN,  
KWOK TUN,  
LO TSZ CHUNG,  
LI TAK CHEONG.

[82]

### NOTICE.

In the Matter of a Deed of Assignment and  
Trust by LEONG YAT SAU otherwise  
MING-KEE of Victoria, in the Island  
of Hongkong, Accountant.

NOTICE is hereby given that in pursuance  
and by virtue of the above mentioned  
Deed the Undersigned are duly appointed  
Trustees of the ESTATE and EFFECTS of the said  
LEONG YAT SAU.

Creditors and others are hereby requested to  
send in their CLAIMS against the above Estate  
to the Undersigned on or before the 12th day of  
November, 1883; otherwise they will not be in-  
cluded in the scheme of distribution.

All persons indebted to the above Estate are  
requested to make immediate payment to the  
Undersigned.

Dated the 13th day of October, 1883.

CHIU U TIN,  
KWOK TUN,  
LO TSZ CHUNG,  
LI TAK CHEONG.

[783]

## HONGKONG RACES, 1884.

THIS MEETING will take place on  
(WEDNESDAY, THURSDAY, and  
FRIDAY), the 20th, 21st, and 22nd  
FEBRUARY, 1884.

Gentlemen having suggestions to offer or pre-  
sentations to make are invited to communicate  
with the Clerk of the Course on or before the  
27th instant.

THE HONGKONG DERBY, 1884.

The HONGKONG DERBY, a Sweepstakes of  
\$20 each, half forfeit if declared on or before the  
date of closing entries, with \$100 added for 1st  
Pony and \$50 for 2nd. For all China Ponies,  
born 1st JANUARY, 1884. First Pony, 70 per  
cent.; Second Pony, 20 per cent.; Third Pony,  
10 per cent. Weight, 10 lbs. One Mile  
and a half. Nominations close on WEDNES-  
DAY, 10th DECEMBER, 1883, addressed to  
the Clerk of the Course, at the Hongkong Club.

By Order,  
H. J. H. TRIPP,  
Clerk of the Course.

Hongkong, 16th October, 1883. [777]

## Shipping.

### STEAMERS.

AUSTRO-HUNGARIAN LLOYD'S STEAM  
NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG,  
COLOMBO, BOMBAY, ADEN, SUEZ,  
PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA,  
PERSIAN GULF PORTS, ODESSA, and the  
MEDITERRANEAN PORTS).

THE Company's Steamship

"BERENICE,"

Captain P. Crilovich, will be despatched as  
above on SATURDAY, the 27th instant, at  
NOON.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 20th October, 1883. [790]

NOUVELLE COMPAGNIE MARSEILLAISE  
DE NAVIGATION A VAPEUR.